SAILING DIRECTIONS CORRECTIONS

PUB 160 2 Ed 2002 LAST NM 51/03

Page 88—Lines 38 to 47/R; read:
Rescue Operations (SAR) in the Indian Search and Rescue Region (ISRR). For the limits of the ISRR, see Ship Reporting System—INDSAR.

The ISRR is divided into three subregions, each with an assigned Maritime Rescue Coordination Center (MRCC) and several assigned Maritime Rescue Coordination Subcenters (MRSC). Many centers can be reached by e-mail, as follows:

Western Region

MRCC Mumbai	cgmumbai@bon3.vsnl.net.in
MRSC Porbandar	comdislad1@sancharnet.in
MRSC Goa	cgaegoa@goate.com
MRSC New Mangalore	cgman@sancharnet.in
MRSC Kochi	—

Eastern Region

MRCC Chennai	isareast@md3.vsnl.net.in
	cgpoorav@md2.vsnl.net.in
MRSC Tuticorin	cgstuti@sancharnet.in
MRSC Vizag	dhq6@md4vsnl.net.in
MRSC Paradip	cgdhqpdp@dte.vsnl.net.in
MRSC Haldia	cgdhq8@cal2.vsnl.net.in
MRSC Mandapam	cgsmp@md5.vsnl.net.in

Andaman and Nicobar Region

MRCC Port Blair	pblcgrhqan@sancharnet.in
MRSC Diglipur	—
MRSC Campbell Bay	—

Ship Reporting System—INSPIRES
(BA NP 285; BA NM 49/03, Section VI) 1/04

Page 140—Lines 25 to 26/R; read:
and keep a continuous watch on 2182 kHz as necessary.
(BA NP 286(3)) 1/04

Page 140—Line 53/R; read:
when calling the harbormaster, pilot station, the East Mole Signal Station, or other
(BA NP 286(3)) 1/04

Page 204—Line 14/R; insert after:
It has been reported (2003) that vessels calling at ports in Sharjah and Sharjah waters should appoint a local agent to advise the port of the vessel's ETA, particulars, and purpose of call.
(PUBS 016/03) 1/04

Page 205—Line 7/L; insert after:
Pilotage 206
(NGA) 1/04

Page 206 to Page 208—Table; replace with below:
New table titled **Maritime Movement Control and Information System Reporting Points** from back of this Subsection.
(BA NP 286(5)) 1/04

Page 206—Line 3/R; insert after:
Pilotage

Pilotage is compulsory W of Montevideo. Pilots board S of Lighted Buoy Km 9.35 in position 35˚00.0'S, 56˚13.5'E. Deep draft vessels bound for Uruguayan river ports may be directed to obtain a pilot further E of the above position.
(BA NP 286(5)) 1/04

Page 208—Line 5/R; insert after:
Spanish or English should be used when communicating with the Control Centers. Reports should be made by telex if VHF contact is not made. A log of all reports made should be maintained.
(BA NP 286(5)) 1/04

PUB 172 9 Ed 2001 LAST NM 51/03

Page 190—Lines 18 to 28/R; read:
be sent via fax (+98(0)21-8716345) to Production and Planning and Export Coordination (attention Sirri Marine) 96 hours and 48 hours in advance.

Vessels should start contacting the terminal on VHF channel 16 beginning 4 hours before arrival.

Vessels may not enter the port limits without a pilot on board.
(BA NM 48/03, Section VI) 1/04

Page 199—Lines 15 to 19/R; read:
Regulations.—The vessel's ETA should be sent via fax (+98(0)21-8716345) to Production and Planning and Export Coordination (attention Lavan Marine) 96 hours and 48 hours in advance. The message should include cargo,
(BA NM 48/03, Section VI) 1/04

Page 207—Line 22/R; read:
Al Hamriyah.

Caution.—Reclamation work, marked by buoys, is in progress (2003) within 1 mile of the harbor. For a minimum distance of 2 miles from the harbor, arriving vessels should maintain a track of not less than 120˚, while departing vessels should maintain a track of not less than 300˚. Vessels

PUB 172 (Continued)

will pass NE of the spoil ground produced by the reclamation work.

(BA NM 48/03, Section IV) 1/04

Page 210—Line 18/L; insert after:

Major reclamation is also in progress (2003) centered in an area about 5.5 miles SSW of Dubai Drydock Harbor main breakwater head. A prohibited area, with a radius of 3 miles, is centered on position 23˚13.5'N, 55˚10.0'E.

(BA NM 48/03, Section IV;
48(5207(P))03 Taunton) 1/04

Page 245—Lines 40 to 49/L; read:

Pilotage.—Pilotage is compulsory. Mooring Masters, acting as pilots, board tankers about 2 miles SE of the storage tanker and remain aboard at the loading berth to advise on loading.

Regulations.—The national flag of Iran must be displayed while at the terminal and within Iranian territorial waters.

Quarantine officers will board tankers at the berth. The standard quarantine message should be sent 24 hours before arrival.

The terminal can be contacted on VHF channel 72 and by e-mail, as follows:

fsu001@iooc.net
fsu999@iooc.net

Vessels must send their pre-arrival information to the terminal 7 days prior to the accepted range or ETA, whichever is earlier. The vessel's ETA must be sent via fax (+98(0)21-8716345) to Production and Planning and Export Coordination (attention Bahregan Marine) 96 hours and 48 hours in advance. Vessels must also send their ETA to the terminal 72 hours, 48 hours, and 24 hours in advance.

Vessels should start contacting the terminal on VHF channel 72 beginning 4 hours prior to arrival.

(BA NM 48/03, Section VI) 1/04

Page 259—Lines 17 to 33/R; read:

Pilotage.—Pilotage is compulsory. Vessels wait for a pilot about 2 miles S of the terminal.

Regulations.—Vessels should send their ETA via fax (+98(0)21-8716345) to Production and Planning and Export Coordination (attention Bahregan Marine) 96 hours and 48 hours in advance.

All ships must display the Iranian national flag from the foremast while in the territorial waters of Iran.

Vessels should start contacting the terminal on VHF channel 11 beginning 4 hours prior to arrival.

Anchorage.—Anchorage can be taken in suitable depths

(BA NM 48/03, Section VI) 1/04

PUB 195 7 Ed 2002 LAST NM 49/03

Page 31—Lines 4 to 40/R; read:

2.24 Primorsk (60˚22'N., 28˚38'E.) (World Port Index No. 28360), a small port and oil terminal, is situated along the shores of an enclosed bay at the E side of Proliv Byerkezund.

Ice.—In severe conditions, icebreaker assistance is provided. Generally, the ice season lasts from the beginning of December to the end of April. The maximum ice coverage occurs in March.

The Captain of the Port of St. Petersburg directs all icebreaker operations. Vessels requiring assistance should send a request via their agent 24 hours in advance.

During the period of ice navigation, vessels proceeding to the port are advised to send their ETA at the designated convoy position to the Port Captain at Primorsk 48 hours, 24 hours, and 12 hours in advance. On approaching the convoy position, vessels should establish VHF contact with the nearest icebreaker and follow instructions. Vessels should advise Primorsk VTS (SUDS) the times of commencement and completion of icebreaker pilotage.

Depths—Limitations.—The harbor is protected by breakwaters and has depths of 5.5 to 9m, decreasing gradually toward the shore. There are two piers with depths of 8.5 and 9.4m alongside their heads.

The oil terminal consists of a T-shaped jetty, which extends about 0.2 mile SW from the shore, and several mooring buoys. The head of the jetty has depths of 17.7 to 18m alongside. The root of the jetty has a depth of 7.4m alongside. Vessels up to 150,000 dwt and 15m loaded draft can be handled.

Aspect.—A church with a prominent spire stands on the N side of the harbor entrance.

It is reported (2002) that the Safety Fairway is marked by lighted buoys and is indicated by a lighted range.

Pilotage.—Waiting Area No. 6, which may best be seen on the chart, is situated 3 miles W of Ostrov Rodsher (59˚58'N., 26˚41'E.). Pilotage is compulsory for vessels of 50,000 dwt and over between this waiting area, or the entrance of the TSS located about 9 miles E of Ostrov Rodsher, and the port.

Waiting Area No. 7, which may best be seen on the chart, is situated about 11 miles NE of Ostrov Seskar (60˚02'N., 28˚23'E.), on the NW side of the Safety Fairway. Pilotage is compulsory for vessels of less than 50,000 dwt between this waiting area, or the beginning of the second reach of the Safety Fairway, and the port.

Tug service is compulsory between Waiting Area No. 7 and the port for vessels in ballast, and between Ostrov Seskar and the port for loaded vessels.

Pilots can be contacted by VHF (channels 9 and 67) and board, as follows:

1. Vessels of 50,000 dwt and over—in position 59˚59.8'N, 26˚40.0'E (about 3 miles S of the S extremity of Ostrov Gogland).
2. Vessels of less than 50,000 dwt—close SSE of Waiting Area No. 7 (60˚10'N., 28˚37'E.).
3. In position 60˚08.0'N, 28˚10.0'E (between Nos. 5 and 6 Lighted Buoys).
4. Vessels proceeding SE through Proliv Byerkezund—in position 60˚22.0'N, 28˚34.5'E.
5. Vessels proceeding NW through Proliv Byerkezund—in position 60˚14.7'N, 28˚50.8'E.

PUB 195 (Continued)

Vessels should sent an ETA at Waiting Area No. 7, via the agent, to the Port Captain 48 hours and 24 hours in advance. This ETA should be confirmed by VHF 4 hours prior to arrival.

Vessels should sent a request for pilotage to the Port Captain 24 hours before arriving at the appropriate boarding position. This request should be confirmed by VHF 2 hours in advance.

Any changes should be sent via the agent not less than 1 hour 30 minutes in advance.

Vessels transiting the port area should contact the Port Captain by VHF 2 hours prior to arriving at the appropriate boarding position in Proliv Byerkezund.

Departing vessels should request pilotage in writing or by telephone not less than 2 hours before sailing.

Regulations.—A Vessel Traffic Service (VTS) system operates in the port area and includes the Safety Fairway, Waiting Area No. 7, the inner and outer roadsteads, and the waters of Proliv Byerkezund S of latitude 60˚25'N.

Vessels must contact the Traffic Control Center of the Primorsk VTS (SUDS) on VHF channel 68 (reserve channel 13) 1 hour before entering the VTS area.

Vessels must, on request, advise the Traffic Control Center of their bearing and distance from Seskar Light (60˚02'N., 28˚22'E.).

Vessels should maintain a continuous listening watch on VHF channel 68.

Vessels proceeding to Proliv Byerkezund should establish VHF contact with Primorsk VTS when 30 miles from the port to request permission to enter the area.

Tankers bound for the port in winter are required to be double-hulled.

In addition to regular navigation equipment, tankers are required to be fitted with an Electronic Chart Display and Information System (ECDIS) and a Satellite System (GPS/GLONASS). If these systems are not available, they may be provided by the pilot service.

(BA NP 20; BA NP 286) 1/04

Page 113—Line 53/R; read:

5.3m during daylight, leads through Pitsundet to this harbor.

(BA NP 20) 1/04

COAST PILOT CORRECTIONS

COAST PILOT 1 33 Ed 2003 Change No. 21
LAST NM 48/03

Page 141—Paragraph 120, line 8 to Paragraph 121, line 1; read:

water and is equipped with a racon.

This buoy is located inside the traffic separation ...

(11/03 CG1; NOS 13200) 1/04

Page 214—Paragraph 363, lines 6 to 16; read:

but contracts to 100 yards 1.3 miles above. In January 2003, the controlling depths were 4.5 feet in the dredged entrance channel to abeam of Horton Rocks, about 1 mile above the entrance on the west side of the channel, thence 4.4 feet in midriver for about 1.6 miles, thence 4.7 feet in the upper dredged section for about 0.8 mile to the turning basin just above and east of Black Point, and thence in May 2003, 4.1 to 4.5 feet in the basin at the head of the project at Ellsworth. Freshets occur in the spring occasionally. Ice ...

(12/03 CG1; CL 407/03; BPs 179958-64; NOS 13316; BP 181421) 1/04

Page 229—Paragraph 161, lines 5 to 6; read:

westward of No Mans Land.

(49/00 CG1; LL/03) 1/04

Page 230—Paragraph 163, line 1; read:

A lighted bell buoy, 0.7 mile north of Manticus Island, ...

(49/00 CG1; LL/03; NOS 13302) 1/04

Page 292—Paragraph 505, lines 5 to 6; read:

northwest one uncovers about 3 feet and is also marked by a buoy.

(CL 696/02; NOS 13290) 1/04

Page 340—Paragraph 521, line 2; read:

Island and the lighted buoy marking ...

(23/03 CG1; LL/03) 1/04

Page 385—Paragraph 49, lines 15 to 27; read:

the town wharf. In November 2002 - June 2003, the controlling depth in the entrance channel was 7.3 feet (8 feet at midchannel) to the seaward end of the east jetty; thence 2 feet in the left outside quarter and shoaling to bare in the remainder of the channel to the anchorage basin, thence 3 feet in the eastern half of the channel except for shoaling to less than 1 foot along the western edge of the channel near the mouth of Cut River; thence 2 to 5 feet in the south and west portions of the turning basin with shoaling to bare in the northeast corner. Depths of 2 to 4 feet were available in the anchorage basin except for shoaling to 1.5 feet in the northeast corner. Local fishermen adjust their arrival ...

(CL 1434/03; BPs 181403-04) 1/04

COAST PILOT 5 31 Ed 2004 Change No. 3
LAST NM 52/03

Page 343—Paragraph 359, lines 6 to 7; read:

19, the main coastal highway. **Horseshoe Beach Approach Light 2** (29˚23'16"N., 83˚20'24"W.), 16 feet ...

(39/03 CG7; LL/03) 1/04

Page 602—Paragraph 517, line 1; read:

Isla Caja de Muertos Light (17˚53'35"N., 66˚31'16'W.), ...

(44/03 CG7; LL/03) 1/04

Page 647—Paragraphs 250 to 264; read:

Key West, FL: 3535 S. Roosevelt Boulevard 33040.

Lake Charles, LA: 500 Airport Boulevard 70607.

New Orleans/Baton Rouge, LA: 62300 Airport Rd., Slidell, LA 70460.

San Juan, PR: 4000 Careterra 190, Carolina, PR 00979.

COAST PILOT 5 (Continued)

Brownsville, TX: 20 South Vermillion Road 78521.

Houston/Galvaston, TX: 1620 Gill Rd., Dickinson TX 77539.

(Internet/03) 1/04

COAST PILOT 6 33 Ed 2003 Change No. 23
LAST NM 52/03

Page 311—Paragraph 60, lines 6 to 12; read:

ends of the breakwaters are marked by lights. In August 2003, the controlling depth was 11.3 feet in the entrance channel and between the breakwaters to the harbor basin, with 9 to 10 feet in the N section (except for lesser depths to 7 feet along the N and W edges) and 4.7 to 6 feet in the S section of the basin.

(DD 4708) 1/04

Page 311—Paragraph 69, lines 6 to 11; read:

harbor. In November 2002-September 2003, the controlling depths were 20 feet in the entrance channel (except for shoaling to 13.6 feet in a large area in the SW corner of the channel), thence 17 to 20 feet in the buoyed section on the SW side of the basin (except for depths of 14 to 16 feet in the N corner); thence in November 2001, depths in the remainder of the basin on the NE side were 13 to 16 feet with gradual shoaling to 6 feet towards the NW end.

(DD 4592) 1/04

Page 314—Paragraph 103, lines 7 to 13; read:

and a private **113.5˚** lighted range. In July 2003, the controlling depths were 7.7 feet (8.2 feet at midchannel) in the entrance channel to the outer end of the breakwater, thence 2.3 feet in the left half with shoaling to bare in the right half of the channel to the mouth of the river, thence 4.5 feet (6.6 feet at midchannel) to the head of the project.

(DDs 4548-49) 1/04

Page 314—Paragraph 111, line 3; read:

channels. In September 2003, the controlling depth was 2.3 feet in ...

(DDs 4576-80) 1/04

Page 314—Paragraph 114, lines 4 to 6; read:

800 feet below the CSX railroad bridge. In June 2003, the controlling depth was 2.2 feet in the entrance channel to the head of project.

(DDs 4701-06) 1/04

Page 322—Paragraph 194, lines 5 to 9; read:

signal is at the N light. In September 2003, the controlling depths were 5.3 feet in the entrance channel and between the piers to the boat ramp on the S side of the channel, thence 4.1 feet to the bridge.

(DD 4709) 1/04

Page 356—Paragraph 188, line 6; read:

September 2003, the controlling depth was 7.5 feet (9.2 ...

(DD 4629) 1/04

Page 356—Paragraph 197; read:

In September-October 2003, the controlling depths in the dredged channel were 15 feet in the left half and 22.5 feet in the right half of the entrance to the lakeward end of the S pier (except for shoaling to 14.4 feet in the right outside quarter just NW of the South Pierhead Light), thence 18 feet (22.7 feet at midchannel) to Manistee Lake (except for shoaling to 7.6 feet in the right half of the channel, beginning about 0.4 mile above the mouth and continuing about 750 feet upriver.)

(DDs 4595-98) 1/04

Page 425—Paragraph 762, line 7; read:

channel leads to two inner basins. In August 2003, the ...

(DD 4594) 1/04

Page 425—Paragraph 768, lines 6 to 8; read:

August 2003, the controlling depth was 6.6 feet in the entrance channel to the launching ramp. Transient berths, gasoline, ...

(DD 4594) 1/04

COAST PILOT 8 25 Ed 2003 Change No. 13
LAST NM 51/03

Page 169—Paragraph 190, lines 2 to 4; read:

close SW of the City Pier. In April 2003, the controlling depth was 10 feet in the entrance channel and basin with lesser depths in the SW corner of the basin and along the edge of the basin about 100 yards SE of the entrance light. The entrance ...

(BP 181371) 1/04

Page 169—Paragraph 191, lines 2 to 5; read:

breakwaters, is 0.3 mile W of Village Point. In April 2003, the controlling depth was 12.8 feet in the entrance, thence 12.5 feet in the W section of the basin and 8.6 feet in the E section except for lesser depths along the ...

(BP 181372) 1/04

Page 216—Paragraph 303, lines 5 to 9; read:

basin is 11 feet. In April 2003, the entrance channel had a controlling depth of 9.0 feet (10 feet at midchannel), thence 10.0 feet in the basin except for lesser depths along the edges. A **048º** range and a light on the ...

(BP 181486) 1/04

Page 367—Paragraph 38, lines 3 to 7; read:

extend from the shore S of the breakwater.

(NOS 17303) 1/04

Page 367—Paragraph 42 to Paragraph 45, line 2; read:

Pelican Seafoods Dock (57º57'34"N., 136º13'53"W.): 140-foot face, 18 feet reported alongside; 2.5 -ton hoists; shipment and receipt of containerized and conventional cargo, seafood, ice and the handling of supplies for fishing vessels.

Pelican Seafoods Service Pier (57º57'35"N., 136º13' 51"W.): about 40 yards E of Seafoods Dock; 20-foot face; 75-foot W side; 60-foot E side; 10 feet reported alongside; 0.5-ton hoist, handling supplies for fishing vessels.

COAST PILOT 8 (Continued)

Pelican Seafoods Crab Dock (57º57'35"N., 136º13'48"W.): about 75 yards E of Seafoods Dock; 95-foot face; 15 feet reported alongside; 3-ton hoist; receipt and shipment of crabs and handling supplies for fueling vessels.

Pelican Seafoods Fuel Dock (57º57'36"N., 136º13'46"W.): just E of Crab Dock; 60-foot face; 30 feet both E and W sides; 12 feet reported alongside; receipt of petroleum products for fueling vessels.

Pelican Ferry Terminal Dock (57º57'28"N., 136º13'38"W.): on the NW side of the breakwater; 20 ...
(PS 38/95) 1/04

Page 368—Paragraph 48, line 5; read:
provide about 3,600 feet of float space. In May 2003, 12 ...
(BP 181487) 1/04

Page 369—Paragraph 65, lines 5 to 6; read:
2003, a depth of 7.7 feet (10 feet at midchannel) was available in the N channel and 7.8 feet (8 feet at midchannel) was available in the S channel.
(BP 181373) 1/04

NOS TIDE TABLES CORRECTIONS

EAST PACIFIC Ed 2004 NEW EDITION
(NOS) N1/04

EUROPE/WEST AFRICA Ed 2004 NEW EDITION
(NOS) N1/04

W PACIFIC/INDIAN OCEAN Ed 2004 NEW EDITION
(NOS) N1/04

WEST ATLANTIC Ed 2004 NEW EDITION
(NOS) N1/04

TIDAL CURRENT TABLES CORRECTIONS

ATLANTIC Ed 2004 NEW EDITION
(NOS) N1/04

PACIFIC Ed 2004 NEW EDITION
(NOS) N1/04

Maritime Movement Control and Information System Reporting Points				
Port Control Center	**Call sign**	**Zone**	**Geographic area**	**Reporting points**
La Paloma	La Paloma Control	Kilo	East of longitude 54˚15'W	Abeam of Chui Light Abeam of Cabo Polonio Light Abeam of Cabo Santa Maria
La Paloma	La Paloma Control	Lima	Port area	Abeam of Port Jetty Light
Punta del Este	Punta del Este Control	Golf	Between longitudes 54˚15'W and 55˚30'W	Abeam of Isla de Lobos Abeam of Punta del Este
Punta del Este	Punta del Este Control	Hotel	Port area	—
Piriopolis	Piriapolis Control	Tango	Port area	—
Puerto del Buceo	CWC47	Oscar	Between longitudes 56˚00'W and 56˚09'W north of latitude 34˚57'S	—
Montevideo	Montevideo Port Control	Alfa	Outer zone between longitudes 55˚30'W and 57˚21'W	Middle Channel: 1. Abeam of Graf Spee Lighted Buoy 2. Abeam of La Panela Light 3. Uruguayan Banco Ortiz Lighted Buoy 4. Argentinian Banco Ortiz Lighted Buoy North Channel: 1. Abeam of Graf Spee Lighted Buoy 2. Abeam of La Panela Light 3. Abeam of Jesus Maria Lighted Buoy 4. Abeam of Arazati Lighted Buoy 5. Abeam of Punta Rosario East of the Access Channel: 1. Abeam of Punta Brava 2. Abeam of Isla de Flores
Montevideo	Montevideo Port Control	Bravo	Port area between longitudes 56˚10'W and 56˚19'W north of latitude 35˚01'S	Abeam of Fairway Entrance Lighted Buoy Abeam of the jetty
Santiago Vasquez	CWC38	Papa	Between longitudes 56˚20'W and 56˚40'W north of latitude 34˚56'S	—
Puerto Sauce	CWC27	Uniform	Outer zone	—
Colonia	Colonia Control	Charlie	Outer zone	Abeam of Punta Rosario Abeam of Puerto Sauce Abeam of Roca Barriles Abeam of Puerto Colonia del Sacramento Abeam of Isla Farallon North end of Barra de San Pedro Abeam of Punta Martin Chico
Colonia	Colonia Control	Delta	Port area	—

Maritime Movement Control and Information System Reporting Points				
Port Control Center	**Call sign**	**Zone**	**Geographic area**	**Reporting points**
Carmelo	CWC22	Quebec	Outer zone	Abeam of Carmelo
Nueva Palmira	CWC31	Echo	Outer zone	—
Nueva Palmira	CWC31	Foxtrot	Port area	—
Fray Bentos	Frey Bentos Control	India	Outer zone	Abeam of Km 46 (Punta Amarilla) Abeam of Km 61 (Riacho Yaguari) Abeam of Km 67 Abeam of Km 83 (Paso Barrizal) Abeam of Puerto Fray Bentos Passing Ponte General San Martin Abeam of Km 122 (Nuevo Berlin) Abeam of Km 140 (Isla Roman)
Fray Bentos	Frey Bentos Control	Juliet	Port area	—
Paysundu	Paysundu Control	Mike	Outer zone	Abeam of Km 140 (Isla Roman) Abeam of Km 160 (San Javier) Abeam of Km 83 (Concepcion del Uruguay) Abeam of N end of Isla Punta Almiron Abeam of Puerto Paysandu Passing Ponte General Artigas Abeam of Punta Piedras Abeam of Arroya Malo
Paysundu	Paysundu Control	November	Port area	—
Salto	CWC37	Romeo	Outer zone	—
Salto	CWC37	Sierra	Port area	—

PUB 160